

CLASSIFICATION SECRET U.S. OFFICOUNTRY East Germany REPORTTOPIC Schools at Schoenhagen, Laucha and Dessau of Athletic andTechnical AssociationEVALUATION PLACE OBTAINED

DATE OF CONTENT

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED  
Information1. Glider Training Course at Schoenhagen.

Between 4 and 28 May 1954, a glider training course was held at the Schoenhagen/Trebbin glider school. The following duty roster was effective for the week from 5 to 11 May:

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5 May. 0600, reveille  
0700, breakfast  
0730, roll call  
0800 to 1000, introduction to school order and guard duty  
1015 to 1200, familiarization with general airfield regulations,  
written examination on aeronautical knowledge

1400 to 1800, initial training on model SG 38 glider trainer  
1800 to 1900, maintenance work on aircraft instruments 25X1

6 May. 0800 to 1800, flight training on model SG 38 glider

7 May. 0800 to 1800, flight training on model SG 38 glider  
after 1930, private study in flight activity and meteorology  
25X1

8 May. 0800 to 1200, flight training on model SG 38 glider  
1300 to 1500, maintenance work on aircraft instruments  
after 1500, off duty

9 May. 0800 to 1800, voluntary flight training  
(Sunday)

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10 May. 0800 to 1800, flight training

11 May. 0800 to 1200, political indoctrination; topics: German-Soviet  
friendship, influence of the October Revolution on the  
working class in Germany; the international importance of  
the October Revolution.

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1300 to 1500, private study on these topics  
 1500 to 1700, discussion of topics dealt with  
 1715 to 1900, technical subjects, flight regulations,  
 meteorology, maintenance work

This duty roster was repeated every week until the end of the course.  
 On 27 May, there was a festive hour at the conclusion of the course  
 and the students received their examination certificates and insignia.

## 2. Occupation of School and Personnel

The old and new school buildings in Schoenhagen were occupied by  
 4 training courses:

- a. An initial 4-week training course with 21 men and 3 women
- b. A **joint** B and C course attended by 20 men and 1 woman,  
 duration: 4 weeks
- c. An advanced course for about 15 men
- d. A technical course on glider construction for about 25 men,  
 duration: 10 weeks.

The glider school had a cadre personnel of 18 to 20 men with  
 Schmiedecke (fnu) as chief.

Flight instructors: Dankert (fnu), Hennig (fnu), Froehlich (fnu),  
 Sienemann (fnu), Albrecht (fnu)

Winch instructor : Runge (fnu)

Political officer : Heinz Damm

25X1

All the instructors were SED party members and presumably also  
 members of the VPL.

The new school building had about 60 rooms, each for 3 or 4 men,  
 10 to 12 classrooms and club-rooms for private studies. Construction  
 work was under way on a culture room holding 200 to 250 men and on  
 a new hangar 50 x 70 meters.

The following aircraft were available:

- 5 model SG 36 training gliders
- 5 model Grunau-Baby gliders
- 2 model Pionier gliders
- 3 model Sha gliders
- 1 model Lukhas glider 1

## 3. International Rally of Glider Pilots in Poland

Between 4 and 26 May 1954, when the training course was held,  
 preparations for the international rally of glider pilots in Poland  
 were under way. The contestants of the GDR were to fly gliders towed  
 by powered aircraft. As no adequate training possibilities were  
 available, the Athletic and Technical Association asked help from  
 the Soviets who immediately detached two air force officers with  
 a courier aircraft from Kamenz to Schoenhagen. A towing plane also  
 came but later. The courier aircraft was of the same type as the  
 towing plane except that the former aircraft had a closed cabin.

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4. Re-construction of School in Schoenhagen

In 1949, about 5 school buildings of the former Trebbin glider school were torn down. In 1950, reconstruction of the school was started. A large installation of 3 three-story buildings which were interconnected by a large building were completed. All of the buildings had about 350 rooms. Two large hangars were still under construction on 8 November 1954. In addition to the new buildings located near the training area, there were some old buildings not far from the village. The latter buildings housed the school for aircraft constructors, workshops and a glider shed.

Glidering was practiced throughout the year except for the months of December and January. The training courses lasted 4 weeks for beginners and 10 weeks for advanced pilots. The trainees belonged to all classes. During the holidays, special courses were held for students. 1

5. Gliders Equipment.

The first aircraft were old training gliders which had been hidden after the war and were then reconditioned. After some time, two firms, namely the Nagema in Schmiedeberg, a factory which usually manufactured cooling apparatuses, and the former Waggonfabrik Gotha, a RR car factory, started the manufacture of simple gliders. Eight to 10 gliders probably of model Pionier were supplied from Czechoslovakia. In early November 1954, 33 gliders were available of which about 25 were used daily.

6. Laucha Airfield

22 July. There was air activity by 7 gliders over the field. An additional 7 gliders including 5 with cabins were parked at the field. About 10 small tents and a large tent were observed at the foot of the large Maennelberg in the direction of Carsdorf/Unstrut. Two training gliders were parked nearby. The personnel strength amounted to about 100 men who usually wore athletic clothing. The instructors presumably wore VFL uniform. A new wide concrete road leading from Laucha to the field was completed as far as kilometer marker 1.3.

3 October. It was learned that the district hospital of Querfurt which was located at the Laucha glider field had been vacated on 1 September. The building was to be occupied by a glider school. 3

7. Dessau Airfield

During November 1954, there was intensive air activity with gliders on Saturdays and Sundays. The trainees practiced for the A, B and C flight certificates and used gliders of models Zoegling and Baby. On the other days of the week, no flights were made at the field. 4

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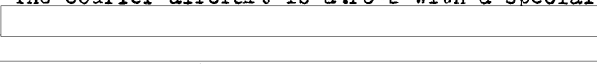


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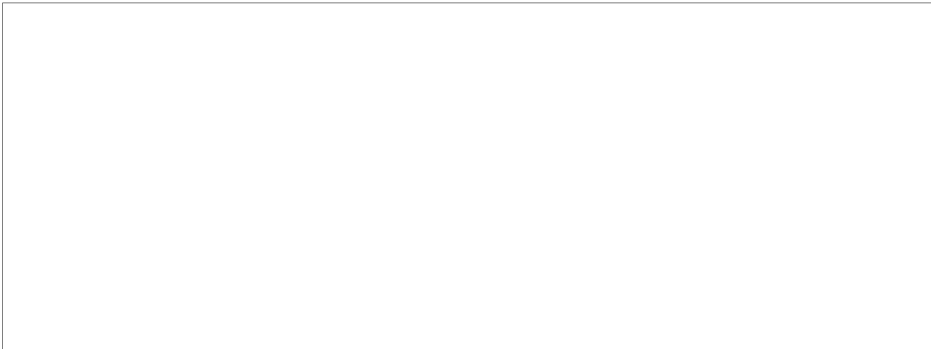


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1.  Comment. The central glider school of the Athletic and Technical Association (GST) in Schoenhagen near Luckenwalde was reconstructed under priority. Advanced pilots practice at the few central glider schools of the GST in East Germany, while beginners train at the various airfields of the GST in the individual districts of the GDR. 25X1
2.  Comment. The courier aircraft is a Po-2 with a special built-on cabin.  25X1  
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It will be noted that the panel contains several simple instruments which permit the aircraft to make short blind flights in the clouds and also for initial training in instrument flight.
3.  Comment. It is believed that a central glider school of the GST is also located at Laucha airfield. 25X1
4.  Comment. Dessau airfield is used for glider training. 25X1

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